



UNITED STATES COAST GUARD FISCAL YEAR 2009 PERFORMANCE REPORT



February 2010



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U.S. COAST GUARD



THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON, D.C.



I am pleased to present the United States Coast Guard's Fiscal Year 2009 Performance Report. The report offers a high-level summary of performance results within our eleven statutorily mandated missions and highlights some of the extraordinary accomplishments of our men and women over the past year. It is meant to complement the U.S. Coast Guard Posture Statement and 2011 Budget in Brief, which provide my strategic assessment of factors influencing Coast Guard operations, partnerships, and performance, as well as critical priorities for FY 2011.

The Performance Report, on the other hand, is an opportunity for the Coast Guard to look back and assess the past fiscal year, and then communicate our outstanding performance and service record to a wide variety of audiences and stakeholders within and outside government. It is meant to give you a better understanding of the tremendous value the Coast Guard provides to the Department of Homeland Security and the Nation, as well as the challenges we face in reducing risk and protecting U.S. interests in the maritime domain.

The Coast Guard serves as America's Maritime Guardian—Always Ready for all hazards and all threats. Since 1790, the Coast Guard has safeguarded our Nation's maritime interests in the heartland, in the ports, at sea, and around the globe. We protect the maritime economy and the environment, we defend our maritime borders, and we save those in peril. Maritime safety, security, and stewardship are enduring roles the Coast Guard has accrued over two centuries of service. These roles reflect long-standing responsibilities which are traditionally governmental, have an essential Federal component, and are interrelated such that they can be best accomplished by a single military, multi-mission, maritime force. While this report primarily highlights performance in each of our eleven missions, we ultimately achieve success by leveraging our multi-mission authorities, diverse capabilities, and established partnerships at home and abroad to protect vital U.S. economic and security interests throughout the maritime environment and to position the Coast Guard to meet tomorrow's challenges.

This past year was another remarkable year for the Coast Guard. Coast Guard men and women—active duty, reserve, civilian, and Auxiliarists alike—continued to deliver premier service to the American public. We saved over 4,000 lives, rescued hundreds of residents during the Red River flood, removed over 350,000 pounds of cocaine headed to the United States, and interdicted nearly 3,500 migrants on the high seas. We broadened our relationships and increased cooperation with our domestic and international maritime partners, highlighted by two out of hemisphere cutter deployments in support of the Department of Defense. We commenced a High Latitude Study to help determine our future operational requirements in the Arctic due to the expanding access and level of activity in the region. We continued to deploy assets in support of Operations Iraqi Freedom and Enduring Freedom.

As an organization, we continued efforts towards modernizing our organizational structure and business practices. In June, we established our Force Readiness Command, which will focus primarily on providing properly trained, maintained, and ready operational forces for allocation to the supported commander. Our recapitalization effort to replace our aging operating assets is already paying dividends, in fact, our first National Security Cutter, Coast Guard Cutter BERTHOLF, disrupted a multi-vessel drug transfer in the eastern Pacific while on its first operational patrol in July 2009. Our newest aircraft, the Ocean Sentry HC-144, completed its operational testing and evaluation period and is now standing the watch in the Gulf of Mexico, providing a more capable asset than the aircraft it is replacing. Our first Fast Response Cutter SENTINEL will be delivered in early 2011. These achievements and milestones make this an exciting time to serve in the United States Coast Guard.

I am extremely proud of the Coast Guard men and woman who delivered another exceptional year of service to the maritime community. While we acknowledge and recognize their accomplishments from last year, we must not dwell on them. I assure you that our men and women will ensure the Coast Guard is always here to protect, and ready to rescue in 2010 and beyond. I would also like to invite you to visit my website, www.uscg.mil/comdt, to learn more about our unique Service and our ongoing commitment to ensure America's maritime safety, security, and stewardship.

A handwritten signature in black ink, appearing to read "Thad W. Allen".

THAD W. ALLEN
Admiral, U.S. Coast Guard

COAST GUARD TARGET SETTING PROCESS

Each March, the Coast Guard completes a year-long process of performance assessment, improvement planning, and target setting to coincide with our annual budget submission to the Department of Homeland Security.

To establish meaningful expectations for future performance, we set ambitious, yet realistic, out-year targets built from reliable baselines. In developing such expectations, we do not presume every target will be attained each year.

The baseline is the reference point from which expectations of change are determined. In a stable environment, where results are expected to deviate within normal limits of variation, the baseline is typically just a forward projection of the past several years' average. In a period of dynamic change, the baseline is more appropriately determined from some trendline—with due care given to both the type of trendline and its expected duration.

Except for targets that reflect performance standards established with specific stakeholders, we annually refine our targets by:

- Determining the anticipated out-year benefits of Coast Guard performance initiatives (e.g. new technology);
- Identifying the expected benefits of Coast Guard continuous improvement efforts (e.g. better intelligence and processes);
- Ascertaining the impact of constraints on our capabilities due to staffing, training, equipment, infrastructure, information, or operating budget limitations; and
- Assessing the impact of external drivers and trends such as an overall increase or decrease in economic activity.



SUMMARY OF UNITED STATES COAST GUARD PERFORMANCE IN FY 2009

	FY 2009 Target ¹	FY 2009 Results	FY 2010 Target
Search and Rescue			
Percent of People in Imminent Danger Saved in the Maritime Environment			
5-Yr Avg Commercial Mariner Deaths and Injuries	≤ 529	475	≤ 520
2009 Commercial Mariner Deaths and Injuries	496	369	486
5-Yr Avg Commercial Passenger Deaths and Injuries	≤ 251	228	≤ 248
2009 Commercial Passenger Deaths and Injuries	236	149	200
5-Yr Avg Recreational Boating Deaths and Injuries	≤ 4248	4038	≤ 4184
2009 Recreational Boating Deaths and Injuries	4184	3534	4184
Marine Safety			
Illegal Drug Interdiction			
Removal Rate for Cocaine from Non-commercial Vessels in Maritime Transit Zone	15.7%	15%	18.5%
Migrant Interdiction			
Percent of Undocumented Migrants who Attempt to Enter the U.S. Via Maritime Routes that Are Interdicted	69.9%	84.4%	73.9%
Ports, Waterways, & Coastal Security			
Percent Reduction in Maritime Terrorism Risk Over which USCG Has Influence	21%	31%	19%
Defense Readiness			
Percent of Time USCG Assets Included in Combatant Commander Operational Plans Are Ready at a SORTS Readiness Reporting System Rating of 2 or Better	100%	44%	Retired²
Marine Environmental Protection			
5-Yr Avg Chemical Discharge Incidents Per 100 Million Short Tons Shipped	25.9	17.8	22.8
2009 Number of Chemical Discharge Incidents	50	22	44
5-Yr Avg Oil Spills >100 Gallons Per 100 Million Short Tons Shipped	13.0	11.8	12.1
2009 Number of Oil Spills >100 Gallons	150	98	150
Living Marine Resources			
Percent of USCG Boardings at Sea in which No Significant Violations Are Detected When Domestic Fisheries Regulations Apply	97%	96.7%	97%
Other Law Enforcement			
Number of Incursions into U.S. Exclusive Economic Zone	≤ 195	112	≤ 190
Aids to Navigation			
5-Yr Avg Collisions, Allisions, and Groundings	≤1871	1878	≤1858
2009 Collisions	212	188	212
2009 Allisions	739	635	739
2009 Groundings	885	814	885
Federal Short-Range Aids to Navigation Availability	97.5%	98%	97.5%
Ice Operations			
Number of Days Critical Waterways Are Closed Due to Ice	2 (avg) 8 (severe)	0 Closure Days	2 (avg) 8 (severe)

¹ See 'Coast Guard Target Setting Process' on opposite page.

² The Defense Readiness performance measures reported in FY 2009 will be retired in FY 2010. These measures are being replaced with similar SORTS based readiness measures that employ different methodology to better reflect readiness of all the Port Security Units and the entire fleet of patrol boats and High Endurance Cutters.



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SAN DIEGO – Crewmembers of the Coast Guard Cutter ASPEN prepare to offload 207 bales of marijuana to a pier in San Diego on March 22, 2009. The ASPEN's crew, a C-130 crew from Air Station Sacramento and Maritime Safety and Security Team Galveston members worked with the Mexican Navy to seize over eight tons of marijuana and detain four smuggling suspects.

SUMMARY OF FISCAL YEAR 2009 COAST GUARD PERFORMANCE

Background

The United States Coast Guard Performance Report for Fiscal Year (FY) 2009 presents a summary of Coast Guard performance as measured through the Government Performance and Results Act (GPRA) process and other significant achievements last year. The performance measures in this report include primary outcome measures for the eleven statutory missions assigned to the Coast Guard by Congress. These measures help show how the Coast Guard has applied available resources to provide the greatest value to the American people.

Fiscal Year 2009 Performance Highlights

In 2009, over 42,000 active duty members, over 8,200 reservists, nearly 8,000 civilian employees, and approximately 31,000 volunteer Auxiliarists:

- Responded to over 23,500 Search and Rescue cases and saved over 4,700 lives.
- Nearly matched last year's record by removing over 350,000 pounds of cocaine bound toward the United States via the Transit Zone.
- Continued the deployment of six Patrol Boats and 400 personnel to protect Iraqi critical maritime oil infrastructure and train Iraqi naval forces.
- Provided security for over 200 military onload evolutions, which provided supplies to support Operation Iraqi Freedom and Operation Enduring Freedom.
- Conducted over 1,800 security boardings on High Interest Vessels bound for the United States.
- Interdicted nearly 3,700 undocumented migrants attempting to illegally enter the United States.
- Conducted over 14,000 inspections on U.S. flagged certificated vessels.
- Conducted nearly 11,000 Port State Control safety and environmental exams on foreign vessels entering U.S. ports.
- Conducted over 5,400 fisheries conservation boardings.
- Issued over 14,000 public notifications of bridge activities impacting safety of navigation.
- Investigated and responded to almost 3,600 pollution incidents.
- Screened over 248,000 commercial vessels and 62 million crew and passengers for terrorist and criminal associations prior to arrival in U.S. ports, identifying nearly 400 individuals with terrorism associations.



THE VALUE OF A MILITARY, MULTI-MISSION, MARITIME SERVICE

Over the course of the last 219 years, single-purpose agencies such as the Revenue Cutter Service, Lifesaving Service, Lighthouse Service, Steamboat Inspection Service, and the Bureau of Navigation were integrated to create a single military, multi-mission, maritime service that is today's Coast Guard. Every day, the Coast Guard saves the lives of those in distress. It secures the Nation's vast maritime border while ensuring the safe and efficient transportation of people and goods. It protects the marine environment and guards natural resources. It defends the Nation at home and abroad alongside the other Armed Services. As a military, multi-mission, maritime force, the Coast Guard offers a unique, highly cost-effective blend of military, law enforcement, humanitarian, regulatory, and diplomatic capabilities. These capabilities align to three broad roles: **maritime safety, maritime security, and maritime stewardship.**

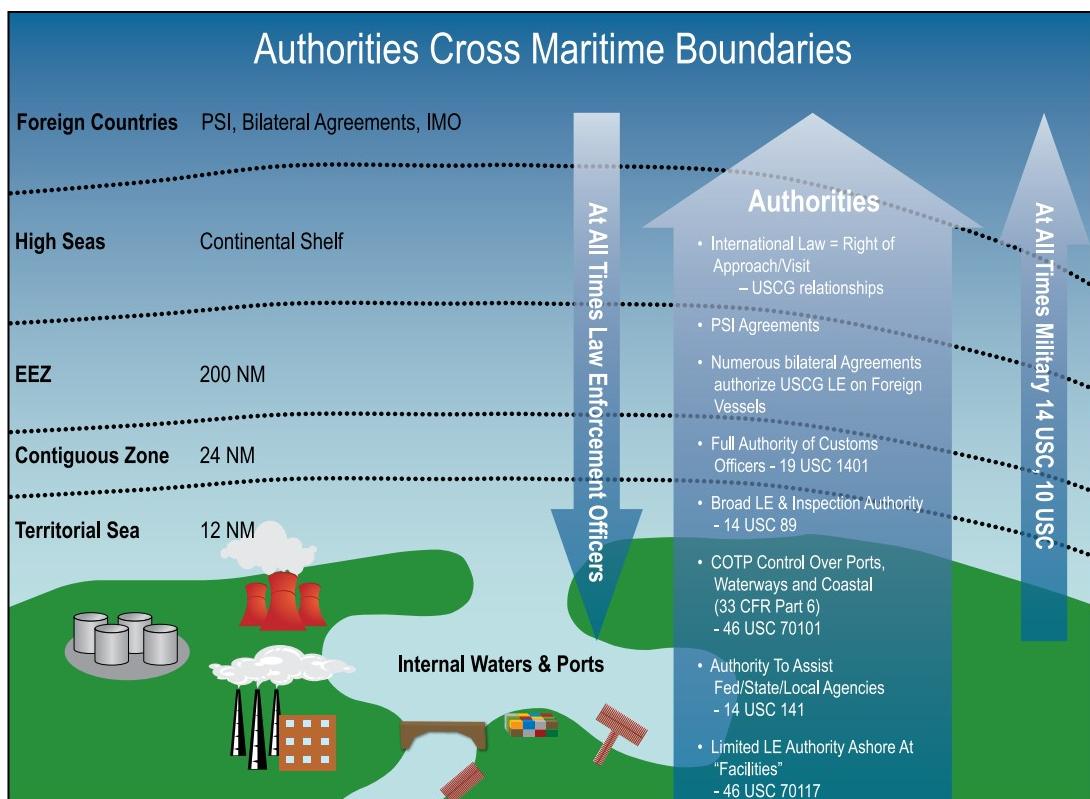
Each Coast Guard role is composed of several missions. However, most Coast Guard missions support more than one role. For example, the aids to navigation mission primarily supports the maritime stewardship role by preventing pollution from vessel groundings and collisions, while facilitating the movement of people and goods. But this mission also supports the maritime safety role by preventing accidents, injuries, and deaths and enhances consequence management by building a more resilient Marine Transportation System. These interwoven roles and complementary missions call for Coast Guard personnel and resources that are similarly multi-mission capable. This intrinsic characteristic brings to bear greater effectiveness, insight, and agility in any situation. The Service's enduring dedication to maritime safety, security, and stewardship gives it key strengths for meeting tomorrow's challenges:

- Broad authorities and an expansive network of partnerships;
- Flexible, adaptable operational capacity and presence; and
- Access and relevant expertise within the international community.

Broad Authorities and an Expansive Network of Partnerships

The Coast Guard's ability to conduct distinct but interrelated maritime functions—law enforcement, national defense, environmental protection, transportation, safety, and humanitarian response—defines its unique multi-mission character

and value. The Coast Guard is a member of the U.S. Armed Forces, a law-enforcement and regulatory authority, a member of the U.S. Intelligence Community, and a collaborative partner with Federal, state, tribal, and local agencies. These interactions generate beneficial relationships and networks that encompass all facets of maritime activities, at home and overseas. The Coast Guard has broad jurisdictional authorities to combat nearly every maritime threat, hazard, or chal-



Summary of Fiscal Year 2009 Coast Guard Performance

lenge to the Nation and works extensively with public and private partners to coordinate planning for and response to maritime emergencies.

For example, Coast Guard Captains of the Port throughout the country leverage partnerships with Federal, state, local, tribal, and industry partners in forums such as Area Maritime Security Committees, Harbor Safety Committees, and Area Committees. In FY 2009, the Coast Guard participated in over 80 Harbor Safety Committee meetings to coordinate with stakeholders in over 360 of the Nation's ports—these groups address safety, security, mobility, and environmental issues within their local ports and waterways.

The Coast Guard's intelligence services provide another prime example of how the Coast Guard uses its authorities and partnerships to provide daily value to the Nation. The Coast Guard's unique access and expertise within the maritime domain and position within the Intelligence Community enable timely, actionable, and relevant intelligence and criminal investigation expertise to drive Coast Guard operations, planning, and decision making. This enhances global Maritime Domain Awareness (MDA); increases information sharing, intelligence collaboration, and coordination; reduces operational risk; and provides all-source sensing, analysis, and warning of maritime threats. In FY 2009, Coast Guard intelligence:

- Significantly improved the efficiency of Coast Guard operational assets engaged in illegal drug and undocumented migrant interdiction efforts by providing timely and actionable intelligence.
- Improved operational support through initiative-based fusion and analysis of threat intelligence related to cyber security, the Arctic, human smuggling and tracking, alien migration, foreign port threat assessments, pandemics, and illicit drugs.
- Enhanced interagency collaboration and analytical exchange with national intelligence, defense, and law enforcement communities by improving intelligence and information data management and analysis capabilities. These initiatives include collaborative technical solutions which enable improved data transfer and fusion efforts.



Expansive Network of Partners: Rear Admiral James A. Watson, Director of the Prevention Policy Directorate addressed a joint meeting with U.S. ship operators, U.S. maritime labor union leaders, and government and Department of Defense representatives in Washington D.C. on June 9, 2009. The discussion elicited feedback regarding implementation of anti-piracy measures required for U.S. vessels by the May 11 MARSEC directive 104-6, and provided information about the recently concluded deliberations at the International Maritime Organization, Maritime Safety Committee meeting in London regarding anti-piracy efforts.

Flexible, Adaptable Operational Capability and Presence

The Coast Guard provides agile, adaptable, and ready operational capabilities to serve the Nation's maritime interests. Throughout the maritime domain, the Coast Guard provides a recognized maritime presence in carrying out its safety, security, and stewardship roles. It is also the only Department of Homeland Security (DHS) organization and Armed Service that can operate assets for both law enforcement and military purposes within and beyond U.S. territorial limits. This presence, supported by a military command, control, and communications network, gives the Coast Guard prevention and response capabilities for all threats. The Coast Guard can augment forces from the local level to a national or international level of involvement, regardless of the contingency.

In FY 2009, through its operational capabilities and presence, as well as planning and preparedness efforts, the Coast Guard:

- Responded to myriad incidents: H1N1 pandemic influenza, US AIRWAYS 1549 crash into Hudson Bay, Red River flooding, the American Samoa tsunami, and Typhoon MELOR. For each incident, Coast Guard field units, alongside Federal, state and local partners, responded for quick, immediate results.
- Utilized the Coast Guard Marine Security Response Team (MSRT) and Marine Safety and Security Teams (MSST) to provide direct support to the U.S. Secret Service for Presidential protection during National Special Security Events, including the Presidential Inauguration, G-20 Conference in Pittsburgh, and the opening session of the United Nations General Assembly.
- Updated Pre-Scripted Mission Assignments with FEMA to ensure Coast Guard catastrophic incident capabilities, resources, and services are quickly and efficiently delivered in advance of or during a disaster response.
- Administered a prototype Preparedness Assessment Visit (PAV), which determined Sector Buffalo's capability (stakeholder collaboration and training/skill level) for a response to a natural or manmade disaster. The PAV supports Coast Guard's connectivity to the National Response Framework, the Federal government's way to manage incidents that range from the serious, but purely local, to large-scale terrorist attacks or catastrophic natural disasters.
- Participated in the planning and conduct of National Level Exercise 2009, the first national prevention and protection exercise focused on detecting, identifying, and interdicting terrorists intent on exploiting the air, border, and maritime transportation systems. The exercise concentrated on the sharing of intelligence and information between and across all levels of government and promoted senior-level decisions regarding



The first National Security Cutter, Coast Guard Cutter BERTHOLF disrupted a multi-vessel drug transfer in the eastern Pacific while on its first operational patrol in July 2009. While operating as part of the Joint Interagency Task Force- South (JIATF-S), BERTHOLF, with maritime patrol aircraft support, intercepted two go-fast vessels. BERTHOLF deployed an Airborne Use of Force (AUF) capable Coast Guard helicopter and both of its small boats simultaneously to effect a successful interdiction. The case resulted in removal of more than two metric tons of cocaine bound for the United States. BERTHOLF's improved onboard Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) technological capabilities played a key role in a successful "end game."

protection of various infrastructure sectors and the messaging of information through assorted alert and notification systems.

- Maintained an active contingency exercise program, working with Federal, state, and local partners, as well as the private sector, to enhance the Nation's ability to prevent, respond to, and recover from man-made and natural disasters.
- Worked closely with FEMA's Emergency Management Institute to certify 50 Coast Guard personnel as Master Exercise Practitioners, ultimately enhancing Coast Guard preparedness for and response to "All Threats, All Hazards."
- Continued recapitalization efforts to replace aging cutters, aircraft, boats, and equipment with more capable assets. Coast Guard Cutter BERTHOLF completed its acceptance trials and is now conducting operational patrols. The second National Security Cutter, WAESCHE, completed its acceptance trials in September 2009. The HC-144 maritime patrol aircraft completed its testing and evaluation and is now standing the watch in the Gulf of Mexico. Missionization of the Coast Guard C-130J airframe is nearing completion. The Coast Guard awarded a contract for its new patrol boat, the Fast Response Cutter, with an expected delivery date in early 2011.

Access and Relevant Expertise within the International Community

The Coast Guard has the same responsibilities as many of the world's other national maritime authorities and navies. This makes it a unique and pivotal instrument for international engagement by the U.S. Government. In an age of transnational threats and global supply chains, a layered security approach including international cooperation and coordination is essential. The Coast Guard leads U.S. delegations at the International Maritime Organization (IMO) and other international bodies that set global maritime standards, global security operations, and international training efforts. The Coast Guard is a national leader in planning and preparedness and will continue to work around the globe to create a more effective international maritime community.

In FY 2009, Coast Guard Cutter BOUTWELL achieved Department of Defense and Coast Guard strategic goals during a six month deployment by conducting cooperative familiarization engagements and professional exchanges with foreign coast guards and navies around the world. To strengthen the maritime partnership between the United States and Libya, BOUTWELL docked in Tubruq—the first U.S. military port call to Libya in over 40 years--where the crew conducted various exchanges with Libyan maritime law enforcement personnel. Earlier in this deployment, BOUTWELL also contributed to the larger U.S. effort to combat piracy off the Horn of Africa, participating in law enforcement operations in that region.



Crewmembers aboard Coast Guard Cutter BOUTWELL provide damage control and search and rescue overview and familiarization for Libyan forces while in port at Tubruq, Libya on June 1, 2009. During a portion of an around-the-world deployment, the Coast Guard Cutter BOUTWELL was part of the USS BOXER Expeditionary Strike Group.

Summary of Fiscal Year 2009 Coast Guard Performance

Other significant international engagement highlights in FY 2009 include:

- Senior Coast Guard officials travelled to China, India, Vietnam, Greece, Djibouti, Bahrain, Kuwait, Ireland, and New Zealand to increase international cooperation and address concerns relating to global maritime safety, security, and stewardship. The Coast Guard also assigned maritime advisors to Albania, Georgia and Liberia to help rebuild or re-establish their Coast Guards through the Export Control and the Related Border Security Program (EXBS) and Foreign Military Financing (FMF) programs.
- Participated in the North Pacific Coast Guard Forum with counterparts from Canada, China, Japan, Russia, and South Korea to improve regional maritime security, environmental protection, and maritime safety.
- Supported the Colombia International Maritime Center Against Narcotrafficking (CIMCON) by providing two teams for an overview of Search and Rescue and Maritime Law Enforcement Boarding procedures during an eight week junior officer course. CIMCON hosted participants from 16 Latin American countries.
- Expanded strategic partnerships with Mexico and Malta to improve search and rescue cooperation and coordination.
- Conducted the first ever Joint Advanced Boarding Officer Course with Argentinean instructors for six nations in South America in support of the Argentina Boarding Officer Academy.



In this photo, the Coast Guard Cutter LEGARE pulls alongside the Sierra Leone Naval Vessel Maritime Wing PB-105 in the waters of Sierra Leone, August 23, 2009. The LEGARE served as the Africa Partnership Station (APS) platform for the U.S. Navy 6th Fleet to improve maritime security and safety along the west coast of Africa. Combined operations with the nations of Sierra Leone, Morocco, Cape Verde, and Senegal focused on fisheries regulations enforcement, illicit drug trafficking, illegal immigration, search and rescue, and environmental protection.

COAST GUARD MISSIONS

SEARCH AND RESCUE

The international community continues to recognize the United States Coast Guard as a leader in the field of search and rescue (SAR). As one of the Coast Guard's core missions, SAR's primary focus is to render aid and minimize loss of life, injury, and property damage. Coast Guard SAR responses involve multi-mission shore stations, cutters, aircraft, and boats linked by an extensive command and control network. As the Nation's maritime SAR coordinator, the Coast Guard maintains SAR capabilities on the East, West and Gulf coasts; in Alaska, Hawaii, Guam, and Puerto Rico; and on the Great Lakes and inland U.S. waterways.

FY 2009 Performance Highlights

- Saved 4,747 lives and responded to 23,555 incidents.
- Saved nearly \$95M in property.
- Enhanced the ability to detect and locate persons in distress through technology improvements such as Rescue 21 (installed in six major coastal areas in FY 2009) which now covers 22 major coastal areas encompassing over 29,000 miles of the Nation's coastline.
- Took delivery of ten additional (now 13 out of 180 in service) multi-mission capable Response Boat-Medium (RB-M) vessels. The RB-M will replace the 41-foot Utility Boat, which has reached the end of its service life.
- Participated in the North Atlantic Coast Guard Forum by attending the Experts and Summit meetings with counterparts from 22 countries. A Joint Search and Rescue exercise, involving SAR and oil pollution, took place with the U.S., Norwegian, and Icelandic Coast Guards.

FY 2009 Performance Results

The Coast Guard saved 77.3% of people in imminent danger in FY 2009. This result was 1.3% above the target of 76% and an increase from the previous year's new measure baseline data of 76.8%. In total, the number of lives saved decreased from 4,916 in FY 2008 to 4,747 in FY 2009. The number of lives lost or unaccounted for increased from 1,260 in FY 2008 to 1,511 in FY 2009. The number of cases declined from 24,229 in FY 2008 to 23,555 cases in FY 2009. The drop in cases occurred in the first half of FY 2009. The final two quarters of FY 2009 actually showed an increase in cases over the previous year.



Petty Officer 1st Class Matt High from Coast Guard Air Station Traverse City observes the damage left in the wake of the Red River floods while conducting an over-flight of the area in an HH-65 Dolphin helicopter. During the over-flight, the helicopter crew searched for people in distress and was available to respond immediately in case of an emergency. Helicopter crews from New Orleans, Detroit, and Houston also responded.

Search and Rescue

When cases involving 11 or more lives at risk are excluded, trends in the number of lives saved and the number of lives lost or unaccounted for mirror the trend in cases. In the cases involving 10 or fewer lives, the number of lives saved dropped from 4,195 in FY 2008 to 4,042 in FY 2009, while the number of lives lost or unaccounted for dropped from 1,255 in FY 2008 to 1,181 in FY 2009. Excluded from this analysis were 1,035 lives (saved, lost or unaccounted for) in 27 incidents with 11 or more lives at risk.



Note: The Coast Guard instituted a new primary measure in FY 2009 to expand the accounting for lives in imminent danger to include the “Lives Unaccounted For.” “Lives Unaccounted For” refers to persons still missing when Search and Rescue operations cease. The Coast Guard measures SAR performance as the number of lives saved divided by the number of lives in distress. “Lives in distress” refers to persons in peril as a result of an extraordinary event beyond the inherent danger of the maritime environment. The Coast Guard tracks the number of lives saved, lives lost both before and after the Coast Guard is notified, and lives unaccounted for, and then excludes cases involving 11 or more persons (less than 2% of all cases). Excluding these cases yields more useful data related to the vast majority of SAR effort.



An injured merchant sailor from Liberian cargo ship MARIE RICKMERS is carried across the flight deck of the USS ABRAHAM LINCOLN (CVN 72) to an MH-65C Dolphin. The sailor was medevaced to LINCOLN the previous night by a San Diego Coast Guard helicopter and stabilized before being flown to San Francisco for treatment.

MARINE SAFETY

The Coast Guard Marine Safety mission ensures the safety of tens of thousands of U.S. and foreign mariners, millions of passengers on ferries and other vessels, and tens of millions of recreational boaters. By preventing marine casualties, the Coast Guard further protects the marine environment from oil spills and the introduction of other harmful substances, and strengthens the economy by minimizing property loss and disruptions to maritime commerce. The Coast Guard is the primary agency responsible for developing and enforcing Federal marine safety regulations, certifying and licensing over 200,000 mariners, promoting safe practices by investigating commercial marine casualties and sharing its findings, and conducting compulsory, as well as voluntary safety exams and inspections. The Marine Safety mission is also responsible for ensuring the safe and environmentally sound operation of millions of recreational vessels and U.S. flagged commercial vessels wherever they are in the world, as well as exercising Port State control for foreign vessels operating in U.S. waters. The Coast Guard accomplishes this through a multi-faceted approach to include standards development, mariner credentialing, compliance enforcement, investigations and casualty analysis, industry and public outreach, and international engagement.

FY 2009 Performance Highlights

- Issued nearly 1,700 Certificates of Inspection to U.S. commercial vessels.
- Conducted over 14,000 inspections on U.S. flagged certificated vessels (excludes fishing and towing vessels).
- Conducted 6,900 dockside safety exams on commercial fishing vessels.
- Conducted nearly 4,500 marine casualty investigations, including two Marine Boards of Investigation.
- Issued 73,168 credentials to qualified merchant mariners ensuring the safe, secure, and efficient navigation of ships.
- Established five Centers of Expertise to improve competency in vintage vessels, towing vessels, liquefied gas vessels, outer continental shelf, and Investigating Officer expertise.
- Countered piracy off the coast of Somalia through implementation of MARSEC Directive applicable to 147 U.S. vessels that regularly transit the high risk area. Published seven Port Security Advisories and held three agency/industry roundtable meetings to assist the fleet with compliance.
- Developed and implementing a Towing Vessel Bridging Program to transition over 5,000 towing vessels to an inspected regime in the next few years. Since summer kick-off, 49 towing vessel examiners have been qualified and 145 industry-initiated exams have been conducted.
- Issued over \$124M in grants to states and \$6M to non-profit organizations through the Coast Guard's National Recreational Boating Safety Program, which uses a partnering approach to coordinate Federal efforts with the states and hundreds of other organizations.
- As a result of the National Recreational Boating Safety Program, state law enforcement conducted over 1,676,736 recreational vessel boardings, issued over 125,000 citations and nearly 300,000 warnings, responded to over 10,000 search and rescue cases, and assisted over 43,600 persons and 18,600 vessels.
- In conjunction with state efforts, the Coast Guard conducted over 43,000 recreational vessel boardings, issued over 13,500 citations, and visited 2,000 recreational boat manufacturers to provide education and ensure compliance with Federal regulations. Further, the Coast Guard Auxiliary and the U.S. Power Squadrons completed over 130,000 vessel safety checks.
- Nearly 400,000 people successfully completed National Association of State Boating Law Administrators approved boating safety courses offered by the states, the Coast Guard Auxiliary, the U.S. Power Squadrons and others.

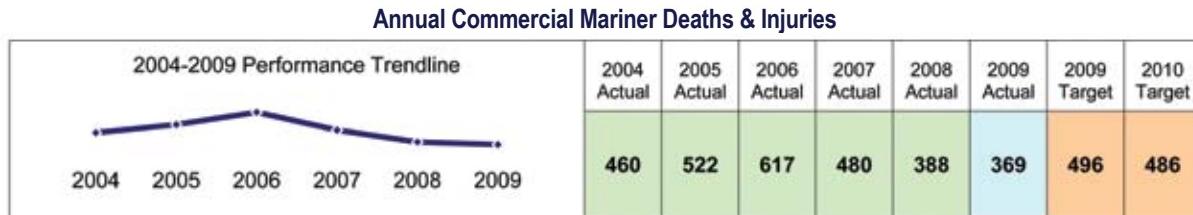


A Coast Guard Marine Inspector conducts a hull inspection on the new construction vessel OVERSEAS TEXAS at Aker Shipyard in Philadelphia, PA.

FY 2009 Commercial Mariner Safety Performance Results

Federal regulations require the owner, agent, master, operator, or person in charge of U.S. flagged vessels to notify the Coast Guard of any loss of life or injury requiring professional medical treatment beyond first aid. The Coast Guard uses deaths and injuries as a measure of commercial mariner safety and the 5-year average number of deaths and injuries as an indicator of long-term performance trends in this community.

The annual number of deaths dropped from 49 to 44 and the annual number of injuries decreased from 339 to 325, for a combined total of 369 commercial mariner casualties recorded in FY 2009.



The 5-year average number of commercial mariner deaths and injuries has remained relatively constant over the past several years with year-to-year changes generally reflecting normal variation in annual results. FY 2009 showed a slight decrease in the 5-year average number of deaths and injuries.



More than 75% of commercial mariner deaths and injuries were not related to a vessel casualty. These personnel injuries can be summarized as falls on board, falling overboard or being struck by an object. On a five-year average basis, more than 35% are due to incidents involving personnel associated with towing vessels and barges, and 25% with fishing vessels. These two industries combined account for more than 60% of mariner deaths and injuries.

In an effort to increase the safety of commercial mariners, particularly with regard to towing vessels, the Coast Guard, with industry partnership, is developing a Towing Vessel Bridging Strategy to ease the transition of towing vessel operators into a Coast Guard inspection regime. The Coast Guard is accomplishing this by enhancing, improving, and increasing its interactions with the towing vessel industry, and by acclimating all involved with the procedures, policy, requirements, and administration of an inspected program so that disruptions to commerce can be avoided when the regulations take effect.

Note: Some reports are delayed in reaching the Coast Guard and results are therefore likely to be revised upwards—the greatest impact affecting recent quarters.

FY 2009 Commercial Passenger Safety Performance Results

Federal regulations require notification of any loss of life or injury requiring professional medical treatment beyond first aid of commercial passengers. The Coast Guard uses deaths and injuries as a measure of commercial passenger safety and the 5-year average as an indicator of long-term performance for this community.

Commercial passenger deaths and injuries have varied significantly from one year to the next. Passenger deaths remained consistent in FY 2009, injuries dropped significantly from 192 to 127, and the combined total was nearly a 30% improvement from FY 2008.



The five-year average number of commercial passenger deaths and injuries was 228 in FY 2009, an improvement of nearly 9% from the five-year average of 250 in FY 2008.



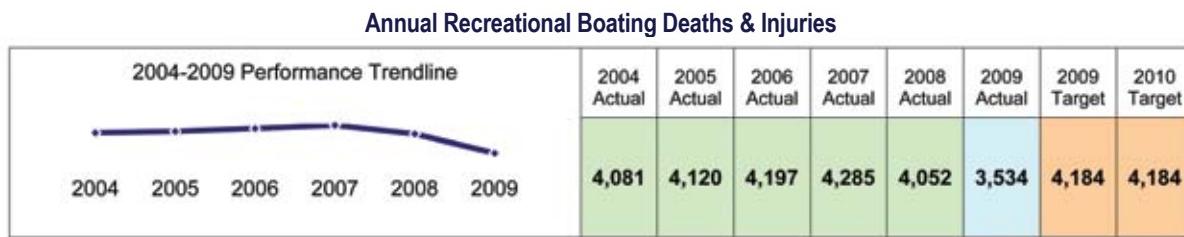
With regard to the reduction of passenger deaths and injuries, other than the SEN. JOHN J. MARCHI ferry fire in New York, where 13 passengers had minor injuries, there were no mass casualties involving six or more passengers this past fiscal year. Mass casualties have a significant impact on performance statistics, as evidenced by the cruise ship steering casualty outside of Miami, reflected in the FY 2006 increase.

Note: Some reports are delayed in reaching the Coast Guard and results are therefore likely to be revised upwards—the greatest impact affecting recent quarters.

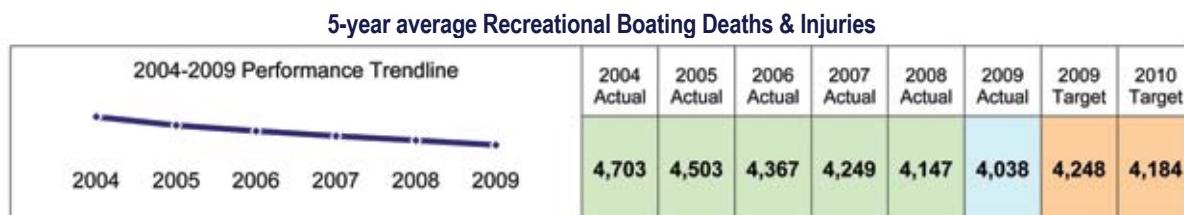
FY 2009 Recreational Boating Safety Performance Results

Federal regulations require operators or owners of vessels used for recreational purposes to file a Boating Accident Report when a person dies or disappears from the vessel under circumstances that indicate death or injury; a person is injured and requires medical treatment beyond first aid; damage to vessels and other property totals \$2,000 or more; or there is a complete loss of any vessel. The Coast Guard uses deaths and injuries as a measure of marine safety for the recreational boating segment of the American maritime community, and a five-year average of these as an indicator of long-term performance trends.

The Coast Guard received reports of 763 deaths and 2,771 injuries for a combined total of 3,534 recreational boating casualties as of the end of FY 2009 as compared to the 4,052 deaths and injuries reported the previous year. As noted below, however, the Coast Guard expects to receive additional casualty reports for a few months after the fiscal year has ended.



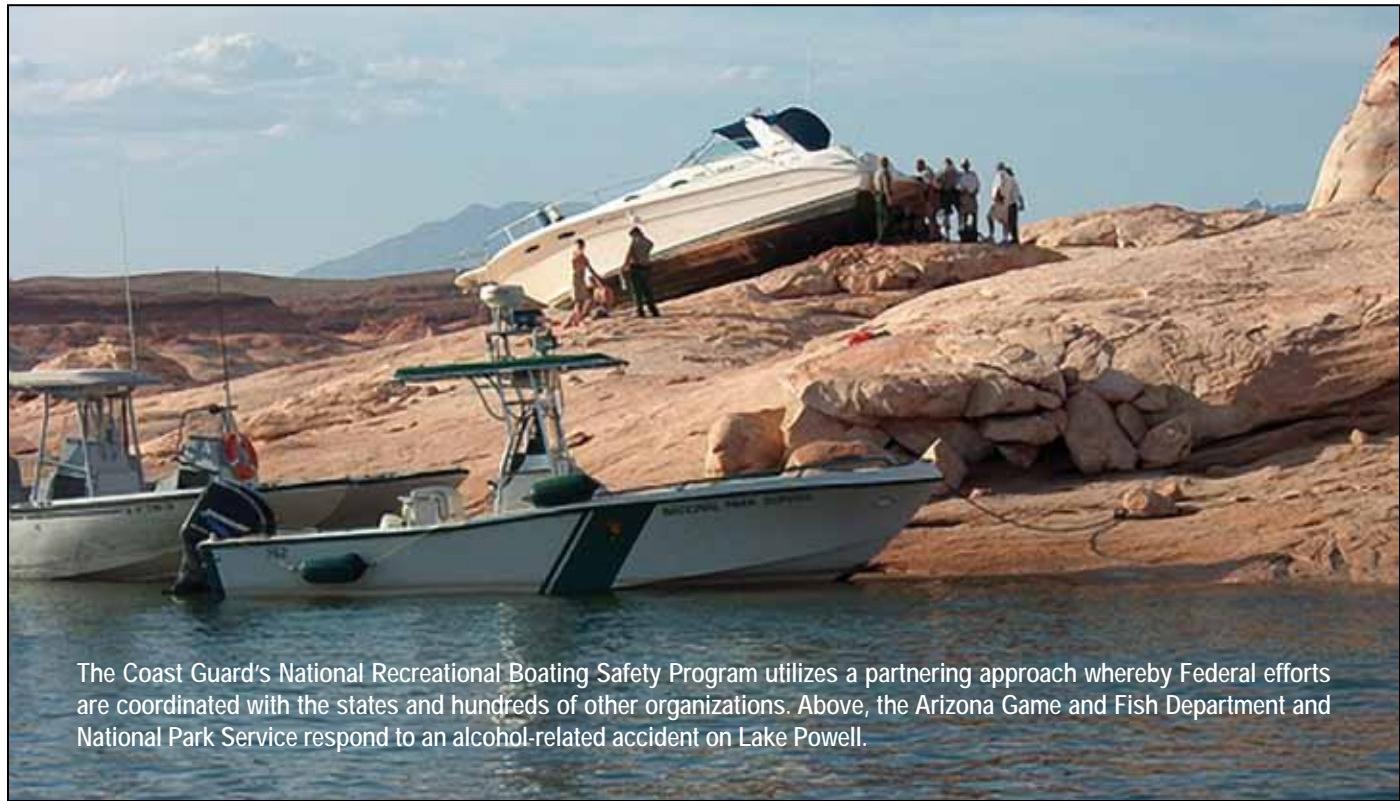
The 5-year average number of recreational boating deaths and injuries has shown a small but steady decline for the past five years.



The Coast Guard's Boating Safety Division attempts to prevent boating casualties through the implementation of the Strategic Plan of the National Recreational Boating Safety Program. Three critical objectives of the program include increasing the number of boaters who have completed a boating safety class, increasing life jacket wear rates, and decreasing boaters operating under the influence. Issues which safety education seeks to address—operator inattention, not maintaining a proper lookout, carelessness, reckless operation, and excessive speed—are primary contributing factors in all reported accidents.

Alcohol use is a significant contributor in over 20% of boating fatalities. From 26-28 June, the Coast Guard participated in Operation Dry Water. This was an intensified effort, in 49 states and U.S. territories, to detect intoxicated boaters and enforce Boating Under the Influence (BUI) laws. As a result of this coordinated effort, local and Federal law enforcement agencies contacted over 35,000 boaters and issued 280 BUI citations and 5205 warnings.

Note: Reported numbers are subject to change. FY 2009 actual results are based on reports submitted by state authorities that require validation. The Coast Guard expects further review of these reports, as well as the receipt of additional casualty reports after the fiscal year has ended, will reveal a decrease in deaths and an increase in injuries, resulting in a probable net increase in the 2009 Actual Number.



The Coast Guard's National Recreational Boating Safety Program utilizes a partnering approach whereby Federal efforts are coordinated with the states and hundreds of other organizations. Above, the Arizona Game and Fish Department and National Park Service respond to an alcohol-related accident on Lake Powell.

ILLEGAL DRUG INTERDICTION

The Coast Guard's Drug Interdiction mission aims to disrupt the maritime flow of illegal drugs from source countries toward the United States in support of the Office of National Drug Control Policy's (ONDCP) National Drug Control Strategy. This mission enhances the Nation's border security and reduces the harmful impacts of illegal drugs on American society. As the lead Federal agency for maritime drug interdiction on the high seas, the Coast Guard reduces the supply of illegal drugs by denying drug trafficking organizations (DTO) the use of maritime routes. The Coast Guard focuses its efforts and resources on interdicting shipments of illegal drugs in the maritime transit zone, a six million square mile area comprised of the Caribbean, Gulf of Mexico, and Eastern Pacific Ocean. The Coast Guard executes a multi-faceted approach including supporting the JIATF-S detection and monitoring mission; providing interdiction surface and air assets and law enforcement personnel; and maintaining international and domestic partnerships to support national strategies. Disrupting DTOs denies funding sources for terrorism, transnational crimes, and other illicit activities.

FY 2009 Performance Highlights

- The Coast Guard removed 160.1 MT (352,862 lbs) of cocaine, 71,234 lbs of marijuana; seized 58 vessels, and detained 322 suspected smugglers.
- The Coast Guard directly contributed in disrupting 123 illicit drug movements with 42 of these events involving the Coast Guard's Airborne Use of Force (AUF) capability deployed aboard Coast Guard cutters and U.S. Naval warships (USN). Coast Guard AUF aircraft and precision marksmen deployed on USN warships assisted in confiscating 24% of total cocaine removed in FY 2009. The AUF capability remains indispensable for interdicting the littoral go-fast vessels.
- Deployment of Coast Guard Law Enforcement Detachments (LEDETs) aboard USN and partner nation warships accounted for over 50% of total fiscal year cocaine removals. In FY 2009, LEDETs deployed aboard USN and partner nation warships removed over 187,737 lbs of cocaine, 4,035 lbs of marijuana, detained 128 suspected smugglers, and seized 16 vessels.
- The Coast Guard successfully exercised bilateral agreements and operational procedures to interdict 36 foreign flagged vessels involved in drug smuggling. This led to the removal of over 40 MT (88,000 lbs) of cocaine and 21,000 lbs of marijuana in the transit zone.
- On December 31, 2008, a Coast Guard LEDET embarked aboard the USS RODNEY M. DAVIS responded to a Self-Propelled Semi-Submersible (SPSS) vessel sighting by a Maritime Patrol Aircraft (MPA) in the Eastern Pacific Ocean. The MPA monitored the SPSS vessel and vectored RODNEY M. DAVIS to the location. Once in range, the ship launched its helicopter to monitor the SPSS. Upon counter-detecting the helicopter, the SPSS crewmembers donned life jackets and scuttled the vessel. The LEDET arrived in a small boat and safely embarked the four crewmembers from the SPSS vessel just prior to its sinking. An interagency group that convenes quarterly in support of the Consolidated Counter Drug Database later assessed that over 5.5 MT (12,122 lbs) of cocaine were aboard the scuttled SPSS vessel. This case provides a clear example of the whole of government approach to supporting ONDCP's National Drug Control Strategy and reducing the supply of illicit drugs available on American streets.
- On April 8, 2009, defendants from the above case were the first to be prosecuted under the Drug Trafficking Vessel Interdiction Act of 2008 (DTVIA), pleading guilty in a Federal court in Tampa, Florida. DTVIA makes it a felony offense to operate a stateless SPSS vessel in international waters with the intent to evade detection. This law enables the U.S. Government to prosecute drug traffickers without having to risk the safety of law enforcement personnel to try to recover contraband from a scuttled vessel.

FY 2009 Performance Results

In FY 2009, the Coast Guard revised its methodology for measuring drug interdiction performance by using the more timely Consolidated Counter Drug Database (CCDB) as its source for tracking cocaine movement estimates. The CCDB quarterly, event-based estimates are historically more than 60% higher than the annual production- and consumption-based Interagency Assessment for Cocaine Movement estimates, which had previously been used as the

Illegal Drug Interdiction

authoritative database. This could make it appear as though Coast Guard performance dropped from FY 2008. Using the CCDB cocaine non-commercial maritime cocaine estimate for FY 2009, the Coast Guard removed 15.0% of the cocaine coming to the United States through the transit zone falling just short of its target of 15.7%.

Removal Rate for Cocaine from Non-Commercial Vessels in Maritime Transit Zones

2004-2009 Performance Trendline						2004 Actual	2005 Actual	2006 Actual	2007 Actual	2008 Actual	2009 Actual	2009 Target	2010 Target	
2004	2005	2006	2007	2008	2009							15.0%	15.7%	18.5%

The Coast Guard removed slightly less cocaine in FY 2009 than in FY2008 (by 4%), yet achieved its third highest total removals on record with 160.1 MT of cocaine removed.

Metric Tons of Cocaine Removed

2004-2009 Performance Trendline						2004 Actual	2005 Actual	2006 Actual	2007 Actual	2008 Actual	2009 Actual	2009 Target	2010 Target
2004	2005	2006	2007	2008	2009	133.4	153.2	130.2	161.7	166.9	160.1	134	180

Use of SPSS vessels leveled off in FY 2009, with 59 documented cases carrying an estimated 332 MT (731,728 lbs) of cocaine. The DTO's ability to smuggle large loads of cocaine in SPSS vessels in a stealthy manner makes them an attractive smuggling asset. SPSSs accounted for approximately 27% of estimated cocaine flow destined for the United States. To counter the SPSS threat, the Coast Guard worked closely with the Department of Justice and U.S. Congress to pass DTVIA, outlawing the operation of stateless SPSSs in international waters with the intent to evade detection. Coast Guard assets have interdicted 11 SPSS vessels; removed 64.9 MT (143,061 lbs) of cocaine; and detained 36 suspected smugglers for prosecution since DTVIA's passage.

Despite the increased use of SPSS vessels in recent years, the go-fast vessel remains the smuggling platform of choice due to the ease of availability, low cost relative to building an SPSS vessel, and characteristics that allow it to blend easily with the seas and with legitimate traffic. The go-fast vessel travels the littorals, close to shore, in order to evade detection, and seeks cover of territorial seas if detected. The counter-drug bilateral agreements the U.S. government has with most partner nations in the region have provided U.S. counternarcotics forces with the ability

to interdict drug trafficking vessels inside those countries' territorial seas. In FY 2009, the Coast Guard interdicted 65 go-fast vessels removing 48.7 MT (107, 322 lbs) of cocaine and 64,200 lbs of marijuana. There were 526 documented go-fast vessel events, carrying approximately 561.8 MT (accounting for 46%) of total non-commercial maritime cocaine flow towards the United States.



EASTERN PACIFIC OCEAN – The crew of a semi-submersible drug trafficking vessel prepares to abandon their boat before being intercepted and detained by the Coast Guard approximately 150 miles northwest of the Colombian-Ecuador border Jan. 8, 2009. A dozen suspected drug smugglers were apprehended in the Eastern Pacific Ocean following the interception of three semi-submersible vessels within nine days.

UNDOCUMENTED MIGRANT INTERDICTION

The Coast Guard Migrant Interdiction mission bolsters the Nation's border security and reduces the adverse impacts of illegal immigration on the American people. As the lead agency for enforcement of maritime migrant interdiction, the Coast Guard directs planning and execution of migrant interdiction operations with its domestic and international law enforcement partners. The Coast Guard's actions establish effective presence in high threat vectors providing a layered defense to deter, detect, and interdict undocumented migrants attempting to enter the United States illegally. Coast Guard migrant interdiction activities simultaneously preserve safety of life at sea while respecting the human rights of migrants embarked aboard Coast Guard assets. In the U.S. Territorial Sea and Contiguous Zone and along the shared maritime border with Canada and Mexico, the Coast Guard works closely with domestic and international partners to ensure seamless information sharing, integrated planning and effective operations. Through these efforts and participation in national and field level exercises, the Coast Guard maintains a state of readiness to rapidly implement the DHS mass migration plan, Operation Vigilant Sentry.

FY 2009 Performance Highlights

- Interdicted nearly 3,700 undocumented migrants attempting to enter the United States.
- The known number of migrants attempting to illegally enter the United States via maritime routes (9,898) increased by less than 1% compared to FY 2008 and decreased 31% compared to FY 2007.
- Increased Coast Guard presence in the vicinity of Haiti during a significant increase in illegal migrant flow during the first quarter of FY 2009 helped deter a potential mass migration and reduce the loss of Haitian migrant lives.
- Using Biometrics at Sea System, the Coast Guard identified felons and repeat offenders attempting to enter the country illegally via the Mona Passage and the Florida Straits. During FY 2009, the Coast Guard collected data from 2,749 individuals; 711 of these individuals were found to have criminal records resulting in the prosecution of 333 individuals by the U.S. District Attorney's Office.
- Facilitated interdiction of 84% of the undocumented migrants detected attempting to enter the United States via maritime routes; the Coast Guard interdicted 37.5% of these migrants.
- On August 29, 2009, CGC DIAMONDBACK interdicted a pleasure craft off Lake Worth Inlet, Florida, suspected of smuggling migrants. Biometrics taken on six crewmembers resulted in positive hits for a number of felony violations including

Aggravated Assault on a Federal Officer, Robbery with a Gun or Deadly Weapon, Final Orders of Deportation, Marijuana Possession and Smuggling, Forgery, and previous charges of 2nd Degree Murder. The individuals were transferred ashore to Customs and Border Protection (CBP) and Immigration and Customs Enforcement (ICE) for investigation and prosecution.



Suspected illegal migrants wait to be interviewed by immigration authorities March 19, 2009. The Coast Guard Cutter HADDOCK safely transported 21 passengers from an over-crowded 25-foot vessel.

FY 2009 Performance Results

The overall undocumented migrant flow has significantly decreased over the last five years (FY 2009: 9,900; FY 2008: 10,900; FY 2007: 14,600; FY 2006: 17,400; FY 2005: 21,200). There continue to be periodic or spiked increases in migrant flow from Haiti, Cuba, and the Dominican Republic. During FY 2009, Haitian flow increased almost 92% when compared to fiscal year 2008; by comparison, Cuban flow decreased almost 70%. The primary mode of conveyance for undocumented Cuban migrants shifted back to the traditional raft/rusticas during FY 2009, with the number of Cuban migrants using smugglers and go-fast vessels to attempt to enter the United States illegally dropping from 70% to 50%. In FY 2009, 84% of the undocumented migrants who attempted to enter the United States via maritime routes were interdicted—37.5% by the Coast Guard.

Percent of Undocumented Migrants who Attempt to Enter the United States via Maritime Routes that are Interdicted



Percent of Undocumented Migrants who Attempt to Enter the United States via Maritime Routes Interdicted by the Coast Guard



In a three week period in January 2009, there were 15 known smuggling events involving 1,182 Haitian migrants who were interdicted or made landfall in other countries, a significant increase from the same period in FY 2008 (four known events involving 334 Haitian migrants). Migrant flow was averaging 300 migrants per week, a threefold increase over the historical average. To deter and respond to the mounting crisis, the Coast Guard significantly increased its presence in the region. The Coast Guard along with the State Department, other DHS Components and the U.S. Embassy in Haiti strategically messaged Coast Guard plans for an enhanced interdiction to deter and dissuade illegal, unsafe maritime migration. Through close collaboration with its partners, the Coast Guard was able to swiftly interdict and repatriate those migrants attempting this dangerous journey and minimize any perception of a change in U.S. policy regarding Haitian migrants.



PORTS, WATERWAYS, AND COASTAL SECURITY

The goal of the Ports, Waterways, and Coastal Security (PWCS) mission is to reduce terror-related risk in the U. S. maritime domain. The Coast Guard directs its efforts towards detecting, deterring, preventing, and disrupting terrorist attacks, sabotage, espionage or subversive acts against U.S. maritime interests and citizenry. PWCS also includes the response and recovery from attacks that may occur. The Coast Guard's systems approach to PWCS implements the triad of maritime security regimes, maritime domain awareness, and security and response operations. These are carried out in a unified and layered effort with other international, governmental, and private stakeholders.

FY 2009 Performance Highlights

- The Coast Guard conducted 49,276 armed waterborne patrols projecting presence near maritime critical infrastructure or key resources; 18,690 security boardings of small vessels in and around U.S. ports, waterways, and coastal regions; 4,000 escorts of high-capacity passenger vessels, such as ferries and cruise ships; 1,855 security boardings of High Interest Vessels (designated as posing a greater-than-normal risk to the U.S.); 1,429 escorts of high-value USN vessels transiting U.S. waterways; and 660 escorts of vessels carrying Certain Dangerous Cargoes (CDCs).
- The U.S. Coast Guard's Maritime Security Risk Analysis Model (MSRAM) continued to support risk management decisions in the execution of the PWCS mission, helping prioritize security risk from terrorist attacks between assessing the risk between vastly different critical infrastructure facilities and key resources. MSRAM supported DHS port security grant funding decisions by enabling comparison of various ports to determine which had the highest risk.
- The Coast Guard has expanded its awareness of shipping by implementing the Long Range Identification and Tracking (LRIT) system, as required by international convention. Applicable to vessels of 300 gross tons or more, LRIT allows us to monitor the security and safety of U.S. vessels in the dangerous waters off the Horn of Africa, provides the names and positions of all ships bound for the United States, and also provides this information for all ships within 1,000 nautical miles of US shores.
- The continued build out of the National Automatic Identification System (NAIS) has also added to the Nation's Maritime Domain Awareness. In addition to supporting the Coast Guard's mandate under the Maritime Transportation Security Act of 2002, the combination of LRIT and land-based AIS has provided a rich store of information that has supported several federal agencies.
- The Coast Guard conducted 62 international port security visits/evaluations. These visits ensure foreign nation compliance with port and ship facility protocols to increase the security of commerce bound for the United States. To further enhance security in U.S. ports, the Coast Guard imposed Conditions of Entry on vessels arriving from foreign ports lacking effective anti-terrorism measures. The Coast Guard also published seven Port Security Advisories (PSAs) to provide guidance to the maritime community on security issues related to piracy.
- The Coast Guard equipped and trained additional air stations around the country to increase its Airborne Use of Force (AUF) capability. AUF-capable helicopters offer a rapid and potent deterrence and response to terrorist threats.



Coast Guard divers on a pier in San Francisco Bay prepare to conduct a mission to detect, deter, or respond to underwater terrorist acts.

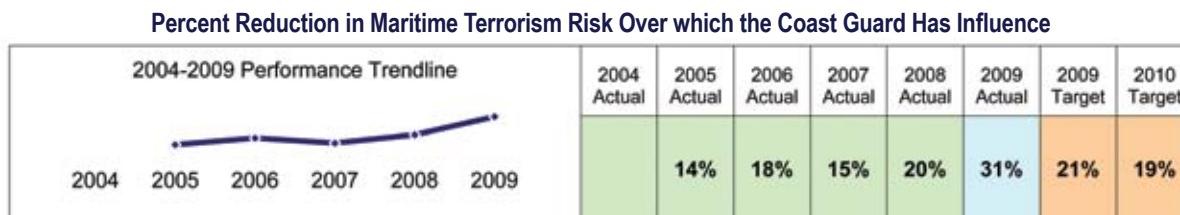
- The Coast Guard began full-time enforcement of Transportation Worker Identification Credential (TWIC) regulations nation-wide on April 15th. Since implementation, the Coast Guard inspected over 48,000 TWICs in port facilities throughout the United States. Additionally, as of September 2009, the Coast Guard has deployed a biometric hand-held reader to 50 Sectors and Marine Safety Units nationwide, including Hawaii, Alaska, and Guam, for a final field trial. Since that time, approximately 3,000 TWICs have been electronically verified utilizing the hand-held reader. Full hand-held reader deployment to field units is expected in FY 2010.
- The Coast Guard updated the Nation's 43 Area Maritime Security Plans. The revisions incorporate lessons learned from recent hurricanes to enhance the recovery of the Marine Transportation System. Per SAFE Port Act requirements, the plans now integrate the DHS Strategy to Enhance International Supply Chain Security and Salvage Response Plans. The new plans align Coast Guard exercises with the Homeland Security Exercise and Evaluation Program.
- Coast Guard FORCOM training teams conducted PWCS Weapons of Mass Destruction (WMD) equipment training. 3,826 Coast Guard personnel assigned to boarding teams learned how to use detection gear and properly wear and maintain protective clothing.
- At 12 designated, key seaports the Coast Guard developed Underwater Terrorism Preparedness Plans. The preparation, maintenance and exercising of these plans increases the Coast Guard's ability to deter and respond to the threat of underwater attack.
- Coast Guard Maritime Force Protection Units (MFPUs) Bangor, WA, and Kings Bay, GA, each received a new 87-foot cutter and 64-foot escort boat and crews. MFPUs' protect Navy ballistic missile submarines from terrorist and other threats.

Protection of high value assets – the Coast Guard Cutter OSPREY escorts U.S. Navy vessels in Seattle, Washington.



FY 2009 Performance Results

The Coast Guard uses several risk reduction measures as indicators of maritime security performance. Mission managers assess various security scenarios and estimate associated threat, vulnerability, and consequence levels to generate a proxy value of risk in the maritime domain which it can affect. The analysis then focuses on those areas of risk within the Coast Guard's roles and strategic mandates. Coast Guard interventions—regime and awareness activities, and security and response operations—are evaluated to determine the percent reduction in risk the Coast Guard is able to influence.



The Coast Guard exceeded its target in this performance measure; the model used for this measure estimates that the Coast Guard reduced 31% of terrorism risk in the maritime domain. The increase in performance is attributable to expanded MDA capacity in AIS, LRIT, and Rescue 21. Training and exercising of Maritime Security Plans for vessels and facilities and the TWIC regulations contributed to improved results. International Ship and Port Facility Code compliance and International Port Security program efforts also contributed to improved performance. These improvements had a multiplicative effect on success of Coast Guard activities within the model, i.e., greater MDA allows Coast Guard assets to be employed against threats in a timely manner. Thus, model limitations judging activity effectiveness may be slightly overstating improved performance results.



A Coast Guard Airborne Use of Force capable helicopter participates in boat-intercept training in San Pablo Bay, CA in February, 2009.



The Maritime Transportation Security Act of 2002 (MTSA) requires owners and operators of certain vessels, facilities, and outer continental shelf facilities to have security plans that are subject to periodic review. Coast Guard inspections are required to be conducted at least twice a year at each facility. At the close of FY 2009, there were approximately 3,003 waterfront MTSA-regulated facility records in the Coast Guard database, which is down from 3,200 in 2008. The Coast Guard completed its required number of inspections for FY 2009.

DEFENSE READINESS

Since its inception in 1790, the Coast Guard has served as a maritime constabulary force, participating in all of the Nation's major armed conflicts for the past 211 years. The Coast Guard of today builds upon this tradition as an independent military service and as a specialized service under the Department of Navy when directed by the President, or upon Congressional direction in times of war. The Coast Guard's distinct authorities and expertise as a multi-mission, military, and law enforcement service provide unique capabilities which the Department of Defense (DoD) frequently leverages to support Combatant Commanders' priorities.

Guided by statute and national strategic guidance, the Departments of Homeland Security and Defense have provided clear direction to military planners on missions the Coast Guard may perform. Captured in the 2008 Memorandum of Agreement on the Use of Coast Guard forces in Support of the National Military Strategy, the respective Departments outlined eight mission areas in which Coast Guard expertise, authorities, and capabilities will aid other DoD forces in supporting the military plans of the Combatant Commanders. Whether supporting the Navy in combating piracy in the waters near the Horn of Africa, deploying law enforcement teams from U.S. Navy combatants to stem the flow of illegal drugs, or responding to humanitarian crisis as part of a Combatant Commander surface task force, the Coast Guard remains a vital component of U.S. national defense.



FY 2009 Performance Highlights

- Continued the deployment of six patrol boats, two Law Enforcement Detachments (LEDETS), and their supporting and command elements in the Arabian Gulf to bolster the Combatant Commander's ability to secure sea-lanes, prosecute terrorism at sea, train Iraqi naval forces, and protect Iraq's vital offshore oil infrastructure.
- Coast Guard Cutter BOUTWELL circumnavigated the globe during a deployment to the USPACOM, USCENTCOM, USEUCOM, USAFRICOM, and USSOUTHCOM theaters of operations.
- Deployed four Coast Guard personnel to the Port of Umm Qasr to train and advise the Ministry of Transportation in the efforts to reach International Ship and Port Facility Security Code compliance and to further the Government of Iraq's efforts to establish comprehensive maritime security.
- Coast Guard Cutter LEGARE deployed to USAFRICOM's theater of operations to conduct African Maritime Law Enforcement Partnership (AMLEP) with the nations of Sierra Leone, Morocco, Cape Verde, and Senegal. AMLEP was born out of USAFRICOM's Africa Partnership Station (APS) theater maritime engagement effort. AMLEP leverages Coast Guard competencies and authorities to help West African nations govern their sovereign waters.
- Coast Guard personnel provided security for 239 U.S. military outload evolutions, directly providing supplies to support Operations Iraqi and Enduring Freedom.
- Coast Guard continued support to NORAD's "Low and Slow" air intercept mission under Operation Noble Eagle. In addition to the National Capitol Region standing mission, which employs five Coast Guard HH-65

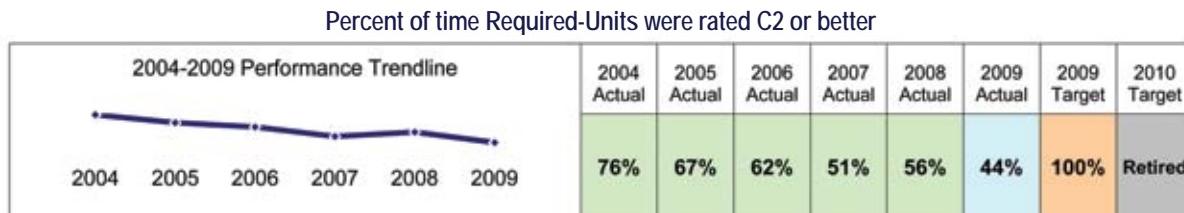
Dolphin helicopters, the Coast Guard performed short-duration missions in Cape Canaveral, Chicago, New York, Pittsburgh, and Martha's Vineyard.

- PSU 311 and 301 deployed to the Middle East with U.S. Navy Maritime Security Squadrons to support Operation Iraqi Freedom point defense and harbor security operations in Kuwait.
- Coast Guard PSU and Maritime Safety and Security Team (MSST) detachments continued port security operations in Guantanamo Bay, Cuba, to provide harbor security for detainee military tribunals.
- Coast Guard Redeployment Assistance and Inspection Detachment (RAID) personnel conducted containerized cargo inspections on war materials returning from Operations Iraqi and Enduring Freedom. The Coast Guard teams with the Army's 595th Transportation Terminal Group to perform this mission in USCENTCOM's theater of operations.
- Coast Guard Mobile Training Teams delivered maritime training and capacity-building assistance to more than 60 nations. These short-term efforts contributed to larger developmental programs managed by another government agency or foreign partner and were fully funded external to the Coast Guard.
- Coast Guard intelligence personnel delivered responsive critical intelligence information in support of national and departmental military operations to Combatant Command and DOD assets at the Joint Interagency Task Force.

FY 2009 Performance Results

The Coast Guard provides available forces when requested by DoD. The readiness of Coast Guard units to support DOD requests is populated in the Navy's Status of Resources and Training System (SORTS). SORTS uses a 1-to-4 scale, where C1 equals maximum readiness to meet Combatant Commander operational plan requirements and C4 equals not mission ready.

Note: The defense readiness performance measures reported in FY 2009 will be retired in FY 2010. These measures are being replaced with similar SORTS-based readiness measures that employ different methodology to better reflect readiness of the Port Security Units and the entire fleet of patrol boats and high endurance cutters. In addition, the Coast Guard is working with the U.S. Navy to ensure continued access to SORTS data throughout FY 2010 as the system is phased out, and to ensure seamless transition to the new Defense Readiness Reporting System (DRRS) by the end of CY 2010.



Declining High Endurance Cutter readiness and PSU readiness shortfalls drove the overall SORTS measure down in FY 2009. The low performance results are primarily due to personnel and training shortfalls between deployments for these reserve forces. In addition, two cutters were out of service due to maintenance issues for a majority of FY 2009.

PSUs have been placed under the command of the Deployable Operations Group (DOG). The DOG is pursuing initiatives to address PSU shortfalls. High Endurance Cutter readiness is being addressed by the Coast Guard's acquisition of the National Security Cutter (NSC) and rejuvenation of the larger Medium Endurance Cutters. The first NSC, Coast Guard Cutter BERTHOLF, commenced operations this fiscal year, with an additional NSC, the Coast Guard Cutter WAESCHE, to follow in FY 2010. These cutters must complete post-delivery test and evaluation and systems certifications to achieve Full Operational Capability.

Defense Readiness

Defense Readiness of High Endurance Cutters



Two cutters were out of service due to maintenance issues for a majority of FY 2009. Asset deficiencies are being addressed in part by Coast Guard acquisition programs, (i.e., National Security Cutter acquisition) which will yield essential system-wide capability improvements and sustain operational performance.

Defense Readiness of Patrol Boats



The Coast Guard did not meet its FY 2009 target mainly due to asset availability of the aging patrol boat inventory. Patrol Boat readiness is being addressed by the Coast Guard's acquisition of the Fast Response Cutter which will yield increased capability for defense readiness mission performance. The Fast Response Cutter contract was awarded in September for the design and construction of up to 34 vessels. The first Fast Response Cutter is scheduled to be delivered in early 2011.

Defense Readiness of Port Security Units



PSU readiness was below the target for FY 2009 due primarily to personnel and training shortfalls between deployments for these reserve forces. The DOG assumed management of the Port Security Units and has launched initiatives to address readiness issues. Consolidating Port Security Unit oversight at the DOG will increase focus on these reserve units and contribute to an increase in readiness. Additional initiatives to address Port Security Unit personnel and readiness shortfalls are expected to yield positive results in FY 2010.



KUWAIT – United States Coast Guard Petty Officer
3rd Class Chris Curran, a machinery technician, Port Security Unit 301, braces himself aboard the Transportable Port Security Boat during vessel tactics with the U.S. Navy Maritime Expeditionary Security Squadron Five, Sept. 5, 2009.

MARINE ENVIRONMENTAL PROTECTION

The Coast Guard's Marine Environmental Protection mission protects the marine environment by regulating the discharge of oil, hazardous substances, and other shipboard wastes into U.S. and international waterways, stopping unauthorized ocean dumping, averting the introduction of invasive species, responding to oil and hazardous substance incidents, and mitigating the consequences of incidents. The Coast Guard accomplishes the Marine Environmental Protection mission through prevention and response activities. The Coast Guard develops regulations and operating standards for domestic vessels and marine facilities; represents the United States at the International Maritime Organization (IMO) as an advocate for responsible international environmental and operational standards; enforces standards by conducting frequent shoreside and vessel examinations, inspections, and boardings; and minimizes oil and hazardous substance impacts to human health, the environment, and the Marine Transportation system. When accidents do happen, the Coast Guard responds in partnership with other Federal agencies, state and local governments, and the maritime industry to ensure that the impacts of an incident are minimized.

The Coast Guard, in cooperation with other U.S. and international stakeholders, continues to push forward efforts aimed at protecting and preserving the global maritime environment. As an active leader in international forums such as the IMO and International Organization for Standardization (ISO), the Coast Guard is moving ahead in refining protocols established by the International Convention for the Prevention of Pollution from Ships (MARPOL Convention), as well as helping define future standards related to the handling of shipboard wastes onboard vessels and at shoreside reception facilities. In October 2008, the United States became signatory to MARPOL Annex VI – prevention of air pollution from ships. Since January 2009, while conducting routine vessel inspections and Port State Control exams, the Coast Guard has ensured ships comply with Annex VI. The Coast Guard also obtained approval from the International Maritime Organization to establish an internationally recognized Emission Control Area (ECA) extending 200 nautical miles off the Canadian and U.S. coasts of North America. Ships transiting this ECA will dramatically reduce sulfur oxide and nitrogen oxide emissions proven to be hazardous to people and the environment. Achieving results with these endeavors will continue to demand a proactive and collaborative effort, but will lead to cleaner, safer oceans and waterways.

FY 2009 Performance Highlights

- Conducted over 25,400 container inspections (3% increase over FY 2008), identifying more than 5,200 deficiencies that led to 780 cargo or container shipments being placed on hold until dangerous conditions were corrected.
- Investigated and responded to approximately 3,600 pollution incidents.

- Performed over 17,300 inspections at facilities to ensure compliance with safety, security, and environmental protection regulations.
- Initiated a front end analysis for the Federal On Scene Coordinator Representative roles and responsibilities. The results of this analysis will be presented in the form of process improvement recommendations in FY 2010.
- Conducted nearly 11,000 Port State Control examinations, which included examinations of Ballast Water for elimination of aquatic nuisance species, testing Oily Water Separators to prevent oil from being discharged into the ocean, as well as other pollution prevention and vessel safety activities.
- Developed and disseminated interim guidelines for the use of volunteers during oil spill response in support of Federal On Scene Coordinators. These guidelines will be followed by a Technical Assistance Document from the National Response Team in FY 2010. Began planning for a Spill of National Significance exercise to be held in Northern New England in March 2010.
- Performed over 12,000 MARPOL Annex VI exams onboard U.S. and foreign ships to ensure compliance with international and U.S. shipboard air emission standards.
- Developed and promulgated the U.S. interpretation of MARPOL Annex II standards onboard Offshore Supply Vessels (OSV) in accordance with Resolution A.673(16) – Guidelines for the Transport and Handling of limited amounts of hazardous and noxious substances in bulk in OSVs.
- Developed and promulgated guidance for compliance with MARPOL Annex IV – Sewage.
- Initiated Non-tank Vessel Response Plan Rulemaking Project to bring approximately 12,000 vessels into compliance with vessel response plan requirements.

FY 2009 Performance Results

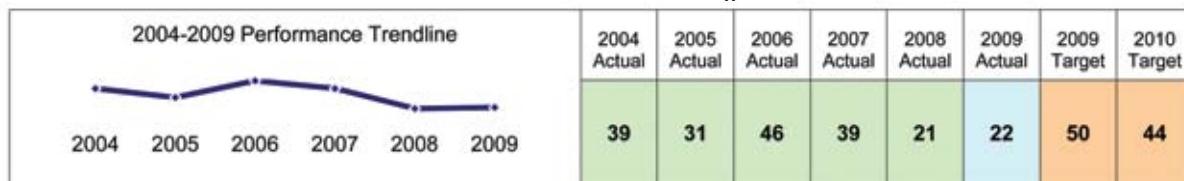
Federal regulation requires vessel or facility operators to report the discharge of any hazardous substance that equals or exceeds reportable quantities and requires the reporting of any discharge of oil or oil products that cause a sheen, discoloration, sludge or emulsion on or below the surface of any navigable waterway of the United States. The Coast Guard uses the number of chemical discharge incidents and the number of oil spills greater than 100 gallons as proxy indicators of marine environmental protection, and normalizes 5-year averages of these as indicators of long-term trends. There were 98 oil spills greater than 100 gallons documented by the end of FY 2009, about 20% fewer than the 122 reported for FY 2008.

Annual Number of Oil Spills >100 gallons



The annual number of chemical discharge incidents remained low in FY 2009; only 22 chemical discharge incidents were recorded.

Annual Number of Chemical Discharge Incidents



The five-year average number of oil spills greater than 100 gallons has shown a consistent but slowing decline since 2003. The five-year average of 11.8 spills per 100 million short tons of oil and oil products shipped is about a 10% improvement over the 13.2 recorded in FY 2008.

Five-year Average Number of Oil Spills >100 Gallons per 100 Million Short Tons Shipped



The five-year average number of chemical discharge incidents continued a trend of improvement in FY 2009.

The five-year average discharge incidents per 100 million short tons of chemicals shipped was 17.8 in FY 2009 as compared to 19.8 in FY 2008.

Five-year Average Number of Chemical Discharge Incidents per 100 Million Short Tons Shipped



Shore facilities remain the primary source of spills in the maritime environment, accounting for nearly 30% of the five-year average of chemical spills and oil spills greater than 100 gallons. Approximately 90% of chemical spills and 60% of oil spills greater than 100 gallons are accounted for by situations where the initial event is a pollution incident (e.g. a spill occurring during fuel transfer operation) while the remainder occur following an initial event like a vessel collision, allision, grounding, loss of steering, material failure, sinking, flooding, fire, or explosion.

Note: Current results are subject to change due to delays in receiving some reports and the time required to complete some investigations, with the greatest impact affecting recent quarters. Shipping statistics from the Army Corps of Engineers are used to calculate the normalized five-year averages. These data are generally not available until December following the calendar year and current values are a projection from five years of past data.

In FY 2009, the Coast Guard assessed the current data collection and reporting systems available for oil spill response analysis and discovered opportunities for improvement. A plan has been implemented to enhance the systems which will improve evaluation of the Marine Environmental Response program and highlight areas for response activity improvement. The previous measure was determined to be unsupportable within the current data collection and evaluation systems and did not provide useful information for response process improvement. One new measure is being developed that will aid in developing recommendations for program improvements to pollution

response. After sufficient time for proper evaluation and baseline establishment, a target for this measure will be set.



U.S. Coast Guard Container Inspector MK3 Sean Lasch of Sector Jacksonville conducts a container inspection jointly with Customs and Border Protection Officers during a Multi-Agency Strike Force Operation in Jacksonville, FL. The Coast Guard inspects containerized cargo for compliance with hazardous material shipping regulations to ensure the safety of ports, vessels, and the public.

LIVING MARINE RESOURCES (LMR) LAW ENFORCEMENT

The Nation's oceans are a significant source of renewable resources. The Coast Guard is the lead Federal agency for at-sea enforcement of the Nation's fisheries and marine protected species laws and regulations. Living Marine Resources (LMR) mission requirements are fulfilled through implementation of the Coast Guard's Fisheries Enforcement Strategic Plan, Ocean Guardian. The Coast Guard remains the only agency with the maritime authority and infrastructure to project Federal law enforcement presence over the entire U.S. Exclusive Economic Zone (EEZ), which covers nearly 3.4 million square miles of ocean. The Coast Guard LMR law enforcement mission is designed to ensure compliance with fisheries and marine protected species regulations by domestic vessels through education, outreach, patrols of fishing grounds, and directed law enforcement actions. These efforts continue to be a necessary element for the Nation's Fishery Management Plans, Marine Mammal Take Reduction Plans, and National Marine Sanctuaries to prevent over-fishing, reduce mortality of protected species and protect marine habitats, while maintaining a level playing field for domestic fishers.



On April 6, 2009, during a patrol on the Withlacoochee River a civilian flagged a boat from Coast Guard Station Yankeetown to show them a small manatee weighing about 30 pounds that appeared to have been hit by an unknown vessel. Working closely with Florida Fish and Wildlife Conservation Commission, Coast Guard personnel helped to transfer the injured manatee to a recovery facility at Lowery Park Zoo in Tampa, Florida. Their efforts led to the manatee's successful recovery, helping to ensure the endangered species' survival.

FY 2009 Performance Highlights

- Conducted over 5,400 fishery boardings with an observed at sea compliance rate of 96.7%.
- For the first time, National Oceanographic and Atmospheric Administration's (NOAA) Office for Law Enforcement (OLE) officers regularly deployed on Coast Guard assets to help enforce regulations within the Hawaiian Islands Humpback Whale National Marine Sanctuary. Local Coast Guard units dedicated over 600 resource hours to protect one of the Nation's valuable marine mammal habitats.
- On October 30, 2008, Coast Guard Cutter WALNUT boarded the U.S. flagged F/V PACIFIC HORIZON fishing in the Cook Islands EEZ. Coast Guard personnel, accompanied by a Cook Islands fisheries inspector, discovered and seized 15 pounds of shark fins illegally retained under the Shark Finning Prohibition Act.
- On January 7, 2009, Coast Guard Air Station Kodiak dispatched a helicopter to investigate a vessel detected inside the Marmot Island Stellar Sea Lion closed area by NOAA Fisheries on its Vessel Monitoring System. The helicopter crew subsequently sighted the F/V RAI DAWN illegally fishing inside the zone. The zone is closed to fishing in order to protect the endangered Stellar Sea Lion. After the Coast Guard ordered the vessel to return to port, NOAA OLE boarded the vessel at the pier, issuing a notice of violation and seizing over 5,000 pounds of cod.
- On March 21, 2009, Coast Guard Marine Safety Unit Lake Charles boarded the F/V WAYMAKER trawling for shrimp in Louisiana state waters without required turtle excluder devices. In cooperation with Louisiana's

- Department of Wildlife and Fisheries, the Coast Guard seized the vessel and catch for using illegal gear and retention of prohibited species.
- On September 9, 2009, Coast Guard Station Miami boarded a recreational vessel 12 miles west of Elliot Key, FL. Coast Guard personnel found 79 spiny lobster on board which they determined to have been illegally caught in the territorial sea of The Bahamas. In partnership with NOAA OLE, the dead lobsters were seized and live lobsters were released back into the marine environment.
 - On September 13, 2009, Coast Guard Cutter BLACKFIN observed the Charter Fishing Vessel ERNA-B fishing inside California's Footprint Marine Protected Area, which lies within the Channel Islands National Marine Sanctuary. After conferring with California Department of Fish & Game, the Coast Guard cited the vessel for illegally fishing and the case was forwarded to the state for prosecution.
 - On December 14, 2008, Coast Guard Cutter CAMPBELL conducted an intelligence driven boarding of F/V GRACE MARIE. The boarding team determined the vessel's gear exceeded mesh size limits for their location. The at-sea boarding confirmed NOAA's information on illicit activity, allowing them to open an investigation into F/V GRACE MARIE and two other vessels suspected of similar violations. Eventually, the catch of all three vessels was seized at a value in excess of \$40,000 for the use of illegal fishing gear.

FY 2009 Performance Result

The Coast Guard uses the percentage of fishing vessels observed at-sea complying with domestic regulations as a measure of the Coast Guard's impact on enforcement of U.S. fisheries and protected species regulations. The measure reflects the percentage of Coast Guard boardings at-sea where no significant violations of domestic LMR regulations are detected.

The Coast Guard conducted 5,423 living marine resource boardings in FY 2009. Of these boardings, 177 resulted in the detection of at least one significant living marine resource violation. The largest portions of significant violations detected were in the Gulf of Mexico shrimp, Gulf of Mexico reef fish, and New England lobster fisheries.

Percent of USCG Boardings at Sea in which No Significant Violations are Detected when Domestic Fisheries Regulations Apply



The increase in the compliance rate from 95.3% in FY 2008 to 96.7% in FY 2009 was primarily due to a decrease in the number of observed significant violations from 267 to 177. There are several possible reasons for the large reduction in the significant violations detected including economic disincentives to fish, significance of penalties, and perception of increased enforcement. The reduction in boarding efforts is, in part, the result of changed procedures that more accurately capture Coast Guard efforts to enforce LMR laws and regulations. While there is a deterrence relationship between Coast Guard presence and violations, other factors influence compliance such as natural disasters, changing biomass distribution, market prices, fuel prices, regulatory complexity, and the perceived effectiveness of enforcement and prosecution.

The Coast Guard remains committed to coordinating with NOAA and staying engaged in the Regional Fishery Management Council process to keep abreast of the myriad, dynamic drivers affecting the fishing industry.

OTHER LAW ENFORCEMENT (OLE)

The Other Law Enforcement (OLE) mission is more accurately described as Foreign Fishing Vessel Law Enforcement and contributes to the Coast Guard's maritime security and stewardship roles. This mission ensures the integrity of the U.S. maritime border and Exclusive Economic Zone (EEZ), strengthens the deterrence of living marine resource thefts from areas of U.S. jurisdiction, supports the elimination of illegal fishing practices on the high seas, and provides for monitoring compliance with international living marine resource regimes and international agreements to which the United States is party. As worldwide fish stocks continue to decline, incentive increases among foreign fishers to poach the relatively well managed and more robust U.S. fish stocks. Preventing illegal encroachment by foreign fishing vessels is vital to protecting the integrity of our maritime borders and ensuring the health of U.S. fisheries. The Coast Guard patrols the EEZ boundary areas to neutralize the threat of foreign poaching of U.S. living marine resources. In addition, the Coast Guard monitors compliance with various international agreements and assists coastal nations to combat damaging Illegal, Unreported, Unregulated (IUU) fishing activity. IUU fishing is linked to negative impacts on maritime and economic security in coastal and regional areas worldwide. The United Nations Food and Agriculture Organization estimates IUU fishing globally costs nations up to \$23 billion annually.

FY 2009 Performance Highlights

- Detected 112 illegal incursions by foreign fishing vessels into the U.S. EEZ.
- The number of detected incursions in the U.S./Mexico Gulf Mexico EEZ increased from 67 to 85.
- The number of detected incursions in the vast Western/Central Pacific EEZ increased from 12 to 26.
- U.S./Russian Maritime Boundary Line (MBL) activity remained low with one detected incursion.
- Boarded 57 foreign vessels outside of the U.S. EEZ to ensure compliance with fishing regulations under the authority of bilateral enforcement agreements and regional fisheries management organizations.
- On September 9, 2009, Coast Guard Cutter MANATEE observed the Mexican F/V ROSA MARIA illegally fishing two nautical miles inside U.S. waters off the coast of Texas. A subsequent boarding of the vessel found approximately eight tons of shrimp along with various reef fish. Based on these findings, the MANATEE escorted ROSA MARIA to port and turned the vessel, crew, and catch over to NOAA for prosecution.
- Coast Guard operations in the Western and Central Pacific continue to focus patrol efforts through use of electronic monitoring systems including Vessel Monitoring System and predictive analysis of oceanic environmental factors conducive to fishing. In August 2009, these tools enabled a Coast Guard air patrol in the U.S. waters of the Northern Marianas Islands to target three Taiwan F/Vs illegally fishing within U.S. waters. NOAA used the evidence gathered by the Coast Guard to negotiate a settlement with Taiwanese officials. This case also highlights the effectiveness of the international fishery regimes in combating IUU fishing. The IUU listing process of the Western and Central Pacific Fisheries Commission and the threat of sanctions facilitated the response by the vessels' owners and Taiwan to reach a settlement.
- In June of 2009, Coast Guard law enforcement officers based in Hawaii joined the crew of USS CROMMELIN (FFG 37) to support Coast Guard fisheries enforcement in the Western and Central Pacific. USS CROMMELIN was on a routine deployment in the Western Pacific at the time. The Coast Guard and Navy's cooperative effort greatly enhanced the Coast Guard's maritime domain awareness and increased its effective presence. This partnership has demonstrated DOD's willingness to support the Coast Guard's efforts to combat IUU fishing in the Pacific.
- During a North Pacific Anadromous Fishery Commission (NPAFC)/IUU patrol outside areas of national jurisdiction, Coast Guard Cutter MUNRO conducted a joint boarding with a Chinese shiprider on a vessel



IUU Fishing – On August 18, 2009, Coast Guard Cutter LEGARE assisted Sierra Leone in the boarding of the Taiwanese F/V YU-FENG. The YU-FENG was documented illegally fishing in the waters of Sierra Leone. During the joint boarding, it was also found that the vessel did not have the required observer or number of Sierra Leone workers onboard. At the request of Sierra Leone, LEGARE escorted the vessel into port where further investigation led to the seizure of 90 tons of illegally caught fish. This boarding was part of LEGARE's deployment to work with the Africa Partnership Station (APS) activities on the coast of West Africa. LEGARE's patrol has paved the way for future joint Coast Guard-DOD operations to increase maritime security and governance by combating IUU fishing.

suspected of illegal high seas driftnet (HSDN) fishing. The Chinese shiprider verified the ZHE PU YU LENG 9 was a Chinese flagged fishing vessel. This put the vessel in violation of Chinese law with respect to the use of large-scale HSDN gear. MUNRO escorted and transferred the ZHE PU YU LENG 9 to Chinese authorities for additional investigation and prosecution. The Coast Guard has conducted cooperative patrols with Chinese fishery enforcement personnel in the North Pacific for over a decade.

FY 2009 Performance Result

The Coast Guard uses the number of detected incursions into the U.S. EEZ by foreign fishing vessels and the interdiction rate, as measures of Coast Guard performance in protecting U.S. maritime sovereignty and U.S. valuable fish stocks from IUU fishing. Incursions detected by both the Coast Guard and other sources are included when these reports are judged by operational commanders as being of sufficient validity to order resources to respond whether or not an asset is deployed. There were 112 detected incursions into the U.S. EEZ in FY2009. The majority of incursions were Mexican lanchas (small motorboats) in the Gulf of Mexico EEZ. There were 85 detected incursions of these small, elusive vessels in FY 2009, which was well below the past three years' average of 105. The majority of the remaining detected incursions occurred in the Western and Central Pacific EEZ. This year's 26 detected incursions in the Western and Central Pacific are nearly double the three year average.

Number of Incursions into the U.S. Exclusive Economic Zone

2004-2009 Performance Trendline						2004 Actual	2005 Actual	2006 Actual	2007 Actual	2008 Actual	2009 Actual	2009 Target	2010 Target
2004	2005	2006	2007	2008	2009	247	171	164	126	81	112	195	190

The Coast Guard interdicted 15 out of 85 illegal incursions by foreign fishing vessels in the Gulf of Mexico and one out of twenty six in the Western and Central Pacific. These combined for an interdiction rate of 14.3%. In comparison, the interdiction rate was 16% in FY 2008 and 23% in FY 2007. The Coast Guard remains committed to employing available assets to intercept and interdict vessels illegally fishing in the EEZ. Stopping or limiting incursions in the Gulf of Mexico EEZ remains challenging due to the size and limited radar signature of the lanchas and the proximity of their activities to Mexican waters. In the Western and Central Pacific EEZ, the remote location of incursions continues to create difficulties in positioning Coast Guard assets to detect illegal incursions and take law enforcement action.

Interdiction Rate of Foreign Fishing Vessels Detected Violating the U.S. Exclusive Economic Zone

2004-2009 Performance Trendline						2004 Actual	2005 Actual	2006 Actual	2007 Actual	2008 Actual	2009 Actual	2009 Target	2010 Target
2004	2005	2006	2007	2008	2009				23.0%	16.0%	14.3%	9%	17%

The Coast Guard remains dedicated to mitigating the ecological, economic, and social costs caused by IUU fishing. In FY 2009, the Coast Guard supported U.S. efforts to develop stronger international regimes to combat IUU at regional multilateral forums such as the United Nations Food and Agriculture Organization's Port State Measures negotiations, Western and Central Pacific Fisheries Commission, the North Pacific Anadromous Fisheries Commission, the Northwest Atlantic Fisheries Organization, and the North Pacific Coast Guard Forum. In addition, the Coast Guard utilized bilateral ship-rider and ship-boarding agreements with Pacific Island Nations to improve maritime governance and deter IUU. These efforts allowed the Coast Guard to conduct 57 boardings of foreign fishing vessels under the authority of bilateral enforcement agreements and regional fishery management organizations.

Note: Some reports are delayed in reaching the Coast Guard and past performance results are therefore likely to be revised.

AIDS TO NAVIGATION

The Coast Guard's Aids to Navigation (ATON) mission is to facilitate safe and efficient movement of goods and people through the Marine Transportation System (MTS). Reliable navigation systems, marine information, and a variety of navigation-enabling services enhance capacity, improve safety, and minimize disruptions in the navigable waterways component of the MTS.

While visual aids are most commonly associated with the ATON mission, the Coast Guard provides a range of services to meet the mandates of this mission. For instance, the Bridge Program ensures bridges and causeways over or on the navigable waters of the United States do not unreasonably impede the passage of waterborne commerce and other marine traffic; has responsibility for requiring and approving lighting and marking of bridges; manages drawbridge schedules; and provides information to the public about changes or discrepancies to any of these. The Marine Transportation System Division formally collaborates with Federal, state, and local agencies, industry, and other stakeholders, including Harbor Safety Committees on navigation safety issues and regulates pilotage service on the Great Lakes. The Navigation Systems Division provides navigation information, visual and electronic navigational aids, and vessel traffic management services. It is in the application of these various waterways management elements that the Coast Guard fulfills its Aids to Navigation mission.



The Coast Guard Bridge Program has the statutory responsibility under the Truman-Hobbs Act to order the alteration of bridges found to be unreasonably obstructive to marine navigation. The construction of three Coast Guard Truman-Hobbs bridge alteration projects started in FY 2009, and a fourth is expected to start in February 2010; all four construction projects are funded by a combination of previous years appropriations (\$120.4M) and the American Recovery and Reinvestment Act of 2009 (\$142.0 M). The four bridges being altered are: Mobile Bridge, Mobile River; EJ&E Bridge, Illinois Waterway; Burlington Bridge, Upper Mississippi River and Galveston Causeway Bridge, Gulf Intracoastal Waterway. On average, these four bridges sustain over 50 allisions per year, which is approximately 10% of the total bridge allisions occurring on the Nation's navigable waterways. The alteration of these unreasonably obstructive bridges will greatly improve the safety and efficiency of navigation on the Nation's waterways by significantly reducing bridge allisions, reducing fatalities and vessel and bridge damage associated with bridge allisions, reducing vessel bridge transit time, and minimizing the potentially significant environmental damage resulting from bridge allisions.

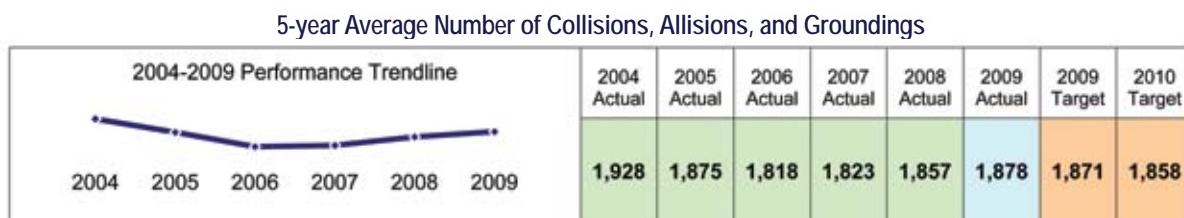
FY 2009 Performance Highlights

- Facilitated the safe and efficient movement of vessels on the Nation's 25,000 miles of waterways, 12,000 miles of inland waterways, and 95,000 miles of coastline comprising the U.S. Marine Transportation System.
- The number of Collisions, Allisions, and Groundings (CAGs) over the five-year period between FY 2005 and FY 2009 declined nine percent.
- Achieved a 98% Aid Availability rate guaranteeing that all mariners on U.S. navigable waterways can rely on the U.S. Federal short-range aids system.
- Charted and marked 65 nautical miles of the Kuskokwim River in Alaska, a previously uncharted river used for supplying 56 remote Alaskan Villages.
- Managed nearly 1.3 million commercial vessel transits in 12 of the Nation's most congested ports.
- Provided reliable visual aids to navigation throughout the United States and its territories, while improving efficiency of operations by increasing the nationwide average service interval to nearly 30 months.
- Partnered with NOAA to protect right whales in the busy shipping lanes around Boston by working through the IMO to change the traffic separation schemes to accommodate whale migration.
- Maintained an around the clock information service to provide mariners with up to date reports of all potentially unsafe conditions.
- Partnered with Federal agencies, the international community, and industry to continue to develop standards to expand use of data from the Automatic Identification System to search and rescue, navigation, and marine planning.
- Prepared for potential future ATON requirements in the maritime transportation system by partnering with Alaska, U.S. Fish and Wildlife Service, and the Transportation Research Board to conduct risk assessments of maritime transportation in the Bering Sea and the Aleutian Archipelago.

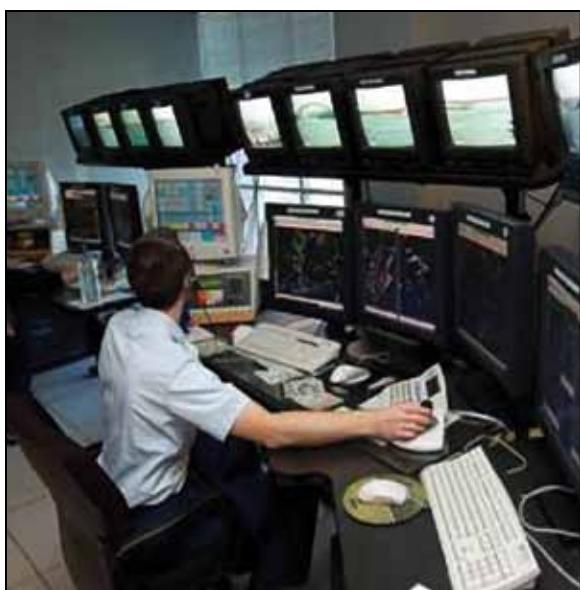
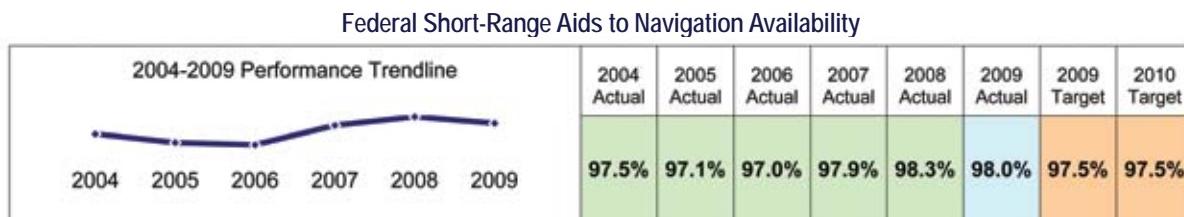
FY 2009 Performance Results

The Coast Guard met the majority of its Aids to Navigation Mission FY 2009 performance targets. Historically, 60 percent of all collisions, allisions, and groundings (CAGs) occur in U.S. Inland waters and Gulf Coast ports. The Coast Guard's Waterways Management program overseeing this mission has undertaken a variety of initiatives in these areas and nationwide to reduce CAG risks and occurrences to improve MTS safety and efficiency. These efforts include improvements in bridge clearances to prevent disruptions to marine and surface transportation, navigation safety risk assessments to identify factors that influence CAGs, and contingency planning for marine transportation during extreme conditions.

The Coast Guard uses the combined number of reportable collisions, allisions (vessels striking fixed objects), and groundings as an indicator of disruptions to maritime commerce and the 5-year average of these as an indicator of the long-term trend.



The Coast Guard also measures the hours short range Aids to Navigation are available based on an internationally recognized standard established by the International Association of Marine Aids to Navigation and Lighthouse Authorities. A short range Aid to Navigation is counted as not being available from the initial time a discrepancy is reported until the time the discrepancy is corrected.



The Coast Guard operates 12 Vessel Traffic Services (VTS) in U.S. ports, monitoring and managing the movement of vessel traffic to prevent accidents. VTSs are extensions of a vessel's bridge team—providing information that the pilot, master or vessel operator may use in making critical navigation decisions. Each year, VTSs monitor over one million vessel transits in VTS equipped ports. Qualifying as a VTS watch stander involves a rigorous training process, which involves nationally mandated training, local familiarization, and on the job training. In FY 2009, the Coast Guard disseminated the first VTS National Standard Operating Procedures, which standardizes VTS operations and training and the interaction between VTS and commercial vessels—many of which routinely operate in multiple VTS equipped ports.

ICE OPERATIONS

The Coast Guard's Ice Operations mission directly enhances the safety of domestic and international maritime transportation. Coast Guard domestic ice-breakers, in coordination with the Canadian Coast Guard, keep critical Great Lakes and Northeastern U.S. waterways open for commercial traffic, assist vessels transiting ice-filled waterways, free vessels beset in ice, and break ice dams to prevent ice related flooding. The International Ice Patrol facilitates international commerce by broadcasting information on iceberg locations to vessels transiting the North Atlantic between North America and Europe.

FY 2009 Performance Highlights

- The Coast Guard, with Canadian Coast Guard and marine industry support, conducted three major domestic icebreaking operations, assisting over 479 vessel transits and facilitating the shipment of over \$600 million of raw materials (iron-ore, coal, limestone, etc) vital for U.S. manufacturing, electric power production, and construction.
- Coast Guard icebreakers prevented ice related flooding in Fairport, Ohio and Grand Haven, Michigan. The Coast Guard also responded to winter flooding in Fargo, North Dakota, and assisted in rescuing over 100 people stranded on an ice floe on Western Lake Erie near Oak Harbor, Ohio.
- Coast Guard icebreakers facilitated the shipment of vital heating oil and prevented flooding by breaking ice in Maine's Kennebec and Penobscot Rivers and New York's Hudson River.
- Coast Guard Cutter HEALY continued to support the U.S. Extended Continental Shelf Task Force by conducting seafloor mapping and data collection missions.
- Coast Guard Cutter POLAR SEA participated in two Arctic West science missions, including studies on polar bears and methane gas. POLAR SEA also provided back-up capability for the U.S. Antarctic Deep Freeze resupply mission.
- The United States Coast Guard International Ice Patrol tracked over 1,200 icebergs which drifted into the transatlantic shipping lanes continuing its perfect record, 96 years, of preventing ship collisions with icebergs.



The United States Coast Guard International Ice Patrol had one of the busiest years in its history tracking over 1,200 icebergs which drifted into the transatlantic shipping lanes. It also participated in partnering with the scientific community and other Federal agencies, such as NOAA, to collect ice information in the Arctic. Ocean drifting buoys have been used for research and data collection in the north Atlantic for years. The buoy was deployed for the first time in the Arctic with the help of personnel from the Coast Guard International Ice Patrol. Coast Guard Cutter HEALY, participating in the Joint United States-Canada Extended Continental Shelf (ECS) mapping mission, is also supporting the deployment of additional ocean drifters, seasonal ice buoys, and ice beacons for the United States Interagency Arctic Buoy Program.

FY 2009 Performance Results

The Coast Guard met its performance target by keeping open the six critical waterways necessary for conducting maritime commerce through the St. Lawrence Seaway, the Great Lakes, and the U.S. Inland River system. The Coast Guard will continue to work with its partners to improve service delivery and achieve additional domestic icebreaking efficiencies.

Number of Days Critical Waterways are Closed Due to Ice

2004-2009 Performance Trendline		2004 Actual	2005 Actual	2006 Actual	2007 Actual	2008 Actual	2009 Actual	2009 Target	2010 Target
2004	2005	4	0	0	0	0	0	2/8	2/8



Coast Guard Cutter HEALY spent the summer underway in the Beaufort Sea and the Arctic Ocean. During the Arctic West Summer 2009 (AWS09) mission, several types of hydrographic moorings were deployed and recovered, including whale monitoring devices. HEALY participated in a joint effort with the Canadian Coast Guard Cutter LOUIS S. ST-LAURENT to map the floor of the Arctic Ocean, helping to create a more complete picture of its topographical features. Earlier in the year, the HEALY supported research at one to three science stations a day, usually consisting of a CTD (conductivity, temperature and depth measuring equipment used to take samples of the water at different depths), different types of optic packages (measures light quality and quantity at different depths), sampling of the ocean bottom to analyze the content and life in the sediment, and ice coring and sediment sampling. HEALY also conducted multiple flight operations each day to support the walrus and spectacled eiders surveys, and to provide information for a better understanding of the ice coverage.

KODIAK, Alaska – A Kodiak-based rescue swimmer, Petty Officer 2nd Class Steve Fischer, helps a stranded mariner into a rescue basket in Prince William Sound. The MH-60 Jayhawk helicopter picked up the mariner and transported him to Whittier where he was turned over to an awaiting ambulance and treated for mild hypothermia.



“The Guardian Ethos”

I am America's Maritime Guardian.

I serve the citizens of the United States.

I will protect them.

I will defend them.

I will save them.

I am their Shield.

For them I am Semper Paratus.

I live the Coast Guard Core Values.

I am a Guardian.

We are the United States Coast Guard.



U.S. COAST GUARD



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